

Date of writing Report 30th Sept. 1941 When handed in at Local Office 30th Sept. 1941 Port of GALVESTON
 Survey held at GALVESTON Date, First Survey 30/5/41 Last Survey 11/9/1941 (No. of Visits 20)
 on the Machinery of the ~~Wood~~ Steel S/S. OLYMPIC Year. Month. 1904-11
 Vessel built at South Shields. By whom J. Redhead & Co. When 1904-11
 Engines made at - Do - By whom - Do - When 1904-11
 Boilers, when made, (Main) about 1918 refitted 1937. (Donkey) none.
 Owners Compania Internacional Owners' Address 14 State St. New York
 Managers de vapores. (if not already recorded in Appendix to Register Book.)
 Port Panama Voyage
 Surveyed Afloat or in Dry Dock Lodd Galv. Dry Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port Reclassification + L.M.C. T.S.
 Particulars of Examination and Repairs (if any)
 Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and the nature and details of any letters respecting this case.
 Where the Surveyor has not made a special damage report he is required to state whether he has referred his services for this purpose, and why they were declined. Dam Rpt issued.
 Has a special damage report been made by anyone else? If so, by whom? Yes See to See Salv Comm.
 Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now or expired.	Machinery and Boiler Surveys (including date of N.S., if any)
11,25		
S.S. NYK-N 301,20		

As not done, state for what reasons?
 The donkey boiler was removed from the vessel in 1937.
 Parts of the Boilers could not be thus thoroughly examined? Hyd press of 270 lbs also applied.
 Special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? Yes
 Date of internal examination of each boiler Boek 27/8/41 Present condition of funnel(s) Good
 Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 170 lbs sq in.
 Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam?
 Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers?
 Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers?
 Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers?
 Shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No
 Shaft now fitted been previously used? No If so, state reasons
 Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes
 Examination of Screw Shaft 2/7/41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 118"
 Are parts, when referred to by numbers, should be counted from forward? Yes Is electric light and/or power fitted? Yes
 Has the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes
 Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes
 If not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Work done for Reclassification Survey (Full + L.M.C.)
 Examined: propeller, Stern bush, Screw shaft (CL), all Sea connections & fastenings, the cylinders, pistons, valves & rods, rods & spindles, top end brasses & pins, crankshaft (rod & lower half bearings remetalled) Thrust & intermediate bearings, main & auxiliary pumps & their valves, Condenser (tubed & tested), main Steam piping removed & tested, lengths, Steel, 4 1/16" diam, 358 thick, 500 lbs hyd pressure, new and auxiliary steam piping satisfactorily tested in place, piping arrangement, electric light installation (examined & tested)

Observations, Opinion, and Recommendation:— This vessel's machinery is in safe working condition & eligible in our opinion to now be reclassified + L.M.C. 9, 41, screw shaft (CL) seen 7, 41. Main engines made about 1918, refitted 1937, working pressure 170 lbs., fitted for oil fuel 1912, F.P. above 150°F.
 (per Section 29) MS & T.S. 220.00 Fees applied for 30/9/1941 WR.
 Elect. 25.00
 Damage or Repair Fee (if any) £ 25.00
 (per Section 29.) Received by me, 19
 Expenses (if chargeable) £ 9.00
 Linn Rennie & M. Dickson
 Engineer Surveyors to Lloyd's Register of Shipping.

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"S/S OLYMPIC"Now Done (Could).

and the funnel.

Main Boilers - (See Rpt 5a forwarded herewith), opened up, examined throughout together with safety valves, mountings, doors & fastenings, tested under hydrostatic pressure of 270 lbs sq. in., examined under steam & all safety valves adjusted to 170 lbs sq. in.

Note. The donkey boiler was removed from the vessel in 1937.

Oil burning Installation opened up and examined, tested under working conditions. Fuel tank valves & deck control gear found in good working order, oil discharge pipes found in good condition, accessible, visible, well lighted & joints tight.

All the foregoing items found as now placed in order & upon completion of the repairs, all satisfactorily tested under working conditions.

Special notes.

Screw Shaft it is understood that a new shaft was fitted in 1938. No identification markings could be seen, but the shaft was carefully examined and found in good condition.

Repair to port side HP cylinder column. The column appears to have been fractured just below the cylinder flange, weed out, welded & reinforced by steel plates & tie rods. The repair seems to be of long standing, has been carefully examined now, and found to be sound & efficient. In my opinion it could be accepted as a permanent repair.

In 1937 considerable repairs & renewals were carried out to the machinery at New York at per copy of specification made available for perusal. Two reconditioned main boilers were installed, uptake casings & doors, boiler bearings & fastenings all renewed, furnace ports & fittings overhauled & reconditioned.

L.P. pump ring renewed.

HP, IP & LP valve gear overhauled.

MP valve renewed, & face machined.

IP & LP valve spindles renewed. L.P. guide brasses renewed, HP & IP brasses machined.

All eccentric sheaves renewed & straps remetalled.

All drag link brasses renewed.

HP & IP crosshead slippers remetalled.

(See Contin.)

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"S/S. OLYMPIC"

Repairs effected in 1937 (contd.)

Air pump bucket & rod renewed.

All main steam piping renewed.

Auxiliary steam piping renewed from stop valves to reducing valve. New feed water heater fitted.

Fuel oil piping renewed from pumps to boilers

Feed piping partly renewed & altered

All boiler internal feed pipes renewed.

Also other miscellaneous repairs.

Repairs WOT. (now carried out).

Propeller - New spare propeller boss now installed & satisfactorily fitted to screw shaft.

A number of blade studs & nuts renewed.

Rope guard fitted.

See Damage Report - One blade tip faired & repaired.

All sea connections & overboard discharge valves overhauled & minor details renewed. 3 strainer plates renewed.

HP cylinder liner (found fractured circumferentially) now renewed. Piston rings renewed.

MP cylinder ridges ground off & piston rings renewed.

L.P. piston removed from cylinder, spare piston

rod fitted to same & both tested in lathe

for truth, afterwards refitted on board. A number of springs renewed.

Metallic packing - all main engine rod packing overhauled & reconditioned. HP piston rod packing renewed.

Crankshaft, stripped & lifted. Three lower

half bearings renewed & all re-metalled.

Crankshaft satisfactorily bedded & tested for alignment. Three top half bearings

re-metalled. L.P. bottom end crown brass

re-metalled. HP & IP eccentric straps (abd. & stern) re-metalled. Lifting wheel refitted to shaft coupling.

All main engine holding down bolts tested & hardened up.

Main pumps & valves overhauled

Condenser - all tubes renewed & afterwards tested tight.

Auxiliary pumps, generally overhauled

renewed rings, springs, valves etc where required, including

Fire pump. Steam cylinders bored out, piston & rings renewed

See Contn W.R.

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"S/s. OLYMPIC."

Repairs W&T. (Contd.).

Fire pump (continued) - All Kinghorn valves renewed.
Gen. Service pumps - water end liners & buckets renewed.

Generators overhauled, piston rings & valve stems renewed.

Armature & field coils dried out, tested & revarnished.

Electric circuits & fittings partly renewed where required.

Note a number of electric circuits were renewed in 1934 including both pump room & accommodation aft.

Reversing engine - worm & wheel renewed

Hatwell & drain tank part renewed.

Miscellaneous. - All cylinder relief valves overhauled. Intermediate stop valve & throttle valve overhauled. All reducing valves overhauled. All pressure gauges tested & recalibrated. Water service piping part renewed.

Also other miscellaneous repairs & renewals to valves, piping etc.

Cert. B1 issued, copy herewith

WR.



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W109-0040(4/4)

Noted.

As the present boilers do not
appear to have been built under
L.P. Survey the pencil is not
written to the T.

W.A. Beale Esq.

Amount \$5 to 5500

1111-52-3

Also provided 1912
Habeas 150 F.

288 694

NO under 18
Refilled 37.

13/1/42



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